



# THE HIGHWAY



VOLUME 2 — NO. 11

TRENTON, NEW JERSEY

JUNE, 1944

## Surface Treatment Gets Under Way Throughout State

The advent of warm weather was the signal for the start of the Maintenance Division's annual surface treatment program. The first job undertaken was on Route 43 between Barrington and Absecon and engaged the forces of Foreman Tony Capella under the general supervision of Supervisor John Carr.

Surface treatment, which consists of the spreading of bituminous material and fine aggregate on the surfaces of macadam roads is now being applied by modern methods which offer a striking contrast to the hand methods formerly in use. Today the surface treatment is applied by a high speed distributor which in turn is supplied with material by tank trailers hauling direct from the producer's plant, a phase of the operation which is performed primarily by contractors.

The covering of the treatment is taken care of by a unit consisting of a truck crane, five or six large trucks, a spreader, and one or two gasoline rollers. All equipment used in this phase of the work is owned by the Department and operated by experienced equipment operators and truck drivers from Fernwood. Occasionally truck drivers from the local maintenance crews are called into service.

### Surface Treatment Improved

The unit which was operating on Route 43 as mentioned above has now proceeded south into Supervisor John W. Kelly's Southern Division where treatments are being applied to Routes 44, 48 and 51 under the direction of Foreman Wilmer Duncan.

Another unit has been working along route 27 in the western Division under Supervisor L. W. Klockner and Foreman John Faherty and will eventually move on to the territories of Foreman N. J. Pendergast, around Somerville, and thence to Sussex County where work will be continued under Supervisor McManus and Foreman Webster and Rusling.

With these trained units it has been found that much better results are obtained than were possible under the old hand method. In addition to this the volume of work done is equal. As the crews and equipment operators become more experienced with the handling of the cover it is anticipated that the volume of work will show a daily increase. These improved methods are well illustrated in the words of Supervisor Klockner who summed it up when he said, "Machines don't sweat."

### Scheduled Program

The scheduling of the entire program was arranged from the Trenton office by Supervisor of Materials Kenneth Craft working in cooperation with the various maintenance supervisors. Inspection of the field work is under the direction of Supervisor E. L. Storer, assisted by Inspectors Raymond S. Drake and John McCullough.

Incidentally Storer and his assistants have done an outstanding

## Efficiency Rating Subject Of Study by Committee

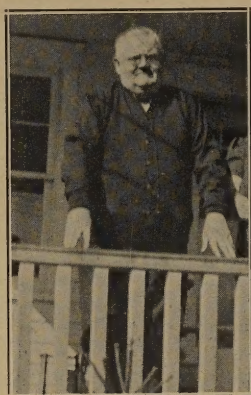
Recognizing the inadequacy of the present method of rating employees in the Highway Department, Commissioner Miller recently appointed a special committee to make a thorough study of methods used by others and to make recommendations for revising the system now used.

This committee which has about completed their studies, is composed of: Rudolph Vogel, Survey and Plans Division, chairman; James L. Hays, Eugene Palmer, Administration Division, Anthony Kuhn, Maintenance Division, and Lawrence Petersen, Bridge Division.

While the recommended method has not been made public as yet, full details will be printed in THE HIGHWAY as soon as it has been approved.

## Sylvester L. McMahon

Sylvester L. McMahon, Maintenance Supervisor and veteran of twenty-four years with the New Jersey State Highway Department, died of pneumonia on April 25. Mr. McMahon, a graduate Civil



SYLVESTER L. MCMAHON

Engineer of Holy Cross College and a former contractor in the Newark area prior to his employment with the Highway Department, was a man of integrity and ability.

The esteem in which his associates held him was testified by the large number of men who traveled long distances to pay their final respects.

THE HIGHWAY joins Mr. McMahon's host of friends in expressing every sympathy to his wife, Mrs. Mary Cunnie McMahon, and daughter, Mrs. Lee Littlefield.

## H. M. Storer

Hiram Mount Storer, formerly employed as a maintenance foreman by this Department and father of Supervisor Earl L. Storer, died at Mercer Hospital, Trenton, on Monday, May 22nd, following a short illness. He was in his 82nd year.

Mr. Storer was first employed by the State Highway Department in the Projects Division on July 24, 1917, and was transferred to the Maintenance Division as a Highway Inspector in April, 1925, and continued in that Division until his retirement on February 1, 1942. He is best remembered for the pride which he took in his maintenance work on State Highway Routes 29 and 30 and earlier on what is now Route No. 33, and for the esteem and respect which he inspired in the men who worked for him. He was a public employee of the highest tradition and his conscientious performance of his work set an example which others of us might well emulate.

In addition to Supervisor Storer, survivors include his wife, Mrs. Eva Moore Storer; one daughter, Mrs. Nelson Schoen, of Interlaken; another son, Edmund M., Sr. of the Mercer County engineer's office; one sister, Mrs. Matilda Stille, of Yardville; six grandchildren, and three great-grandchildren.

## RAIN FAILS TO DAMPEN ENTHUSIASM AT 10 Y. C. OUTING

Braving torrential downpours, 121 of the members of the Ten Year Club gathered at Piase's Grove near Trenton on June 10th to attend the annual outing of that organization.

Never in the history of the Club has the weatherman been more uncooperative, for it was not until late in the afternoon that the downpour subsided enough to permit straying out-of-doors and a belated game or two of quarts.

But Highwaymen are not easily discouraged in their quest of a good time and so the day was devoted to darts, cards and such indoor pastimes as eating, thirst quenching and conversation.

Despite the weather and travel restrictions many members managed to attend the affair from remote sections of the State and left to sing the praises of the committee in charge of arrangements.

# WELCOME BACK

## FIFTY EMPLOYEES HAVE REJOINED DEPARTMENT AFTER SERVING IN THE ARMED FORCES

June, 1944, will forever be associated with D-day and the liberation of the oppressed peoples of Europe. Never before in all military history has there been so vast and coordinated an amphibious invasion. The sheer massiveness of the whole undertaking dwarfs all other projects as it blanketed all news on D-day. The massed might of the attack and the planning of the last detail are the best assurance of ultimate victory.

But as the prospects of victory increase the problems of reconversion come to the fore. We must plan for peace while the war is yet on! Within the past few weeks no less than fifty men, who have been in the service of their country, have returned to the service of the State Highway Department. They have been released from the Armed Forces for a multitude of reasons. To them individually and collectively we extend a most cordial word of welcome home. Though the day of general rejoicing for our returning service men and women has not arrived, we want those who have already returned to the Department to know that they are thrice welcome.

We have been trying to keep the faith in the Department while our fellow employees have been away. Now we can join together with those who have returned in helping to keep the faith until the war's end and the balance of our 427 service men and women are returned to the Highway Department.

SPENCER MILLER, Jr.  
State Highway Commissioner.

## Damage Recorded



Monster trucks laden with trap rock have ceaselessly pounded Route 4 for many weeks as they plied between Perth Amboy and the great naval depot west of Asbury Park. With gross loads of 35 tons, these behemoths have caused a disintegration of the pavement in many sections.

In order to record the actual damage being caused, as well as to take advantage of an unparalleled opportunity to study the deflections of slabs and mud pumping under such conditions, the Department's motion picture equipment was rushed into service. So that the finished film might afford a better opportunity for study, slow motion pictures were made at several locations as the huge trucks thundered by.

The above photo shows Marvin Riley taking pictures on location while Allen C. Ely, Resident Engineer takes a speculative look at the procedure.

## Establishes a Record

While Highwaymen in every corner of the globe have regularly received THE HIGHWAY for the last two years, it remained for C.P.O. William Walsley of the Sea Bees and formerly of the Pleasantville office to establish an unenviable record.

During Bill's 17 months in the Aleutians, most of which was spent on Adak, he never received a single copy of this paper—not even the one with his picture in it.

## Bureau of Audit; Short on Glamor, Long on Accuracy

To the average individual there is a certain degree of the dramatic in the construction and maintenance of highways and bridges. Crowds of varying sizes gather to watch the placing of a giant girder, to admire the efficiency of a 27E paver laying a lane of concrete pavement, to witness a maintenance gang performing the unique operation of removing old paint from metal signs preparatory to reconditioning them, to see how a mud-jacking crew brings a portion of roadway back to level, or to watch survey parties, scrapers, snow plows and core-drilling outfit at work. But who can recall when even one person gathered around an auditor to see how he added up a column of figures in a journal or looked for a ten-cent error in a trial balance?

For years the veteran force of the Auditing and Accounting Bureau under the direction of Chief Auditor and Accountant Marvin L. Howell has performed its many unglamorous tasks in such a manner that it has become a model of thoroughgoing accuracy throughout the east.

### Pay Bills On Time

To fully explain the many functions of the Bureau of Audit would require much more space than is at the disposal of THE HIGHWAY, and such a story would be of little general interest except to those with an intimate knowledge of the work. Many of the words which would of necessity be used to describe the work done would themselves need paragraphs of explanation to make sense to the uninitiated.

It would seem, then, that what would be of interest generally would be a greatly condensed description of the Bureau's activities told in common non-technical English.

One of the best known functions of the Auditing Bureau is in seeing that all obligations of the Highway Department are paid, that these obligations have been properly authorized and that funds are available to discharge the obligation.

As bills are paid records must,

## McKelvey Returns From Long Service In South Pacific

### Receives Discharge and Resumes Highway Duties

Stan McKelvey, who drives the truck in Patrolman George Ward's maintenance crew down in Ocean County, stopped in at Fernwood the other day for some supplies. Stan was one of the first maintenance boys to be called into military service way back in February, 1942, and between that date and his subsequent medical discharge in December, 1943, he really got around.

After training in the States, Stan went to the South Pacific Area as a member of E Company, 33rd Division. This Division will be remembered as the reserve unit held as replacement for the 37th Division which was the first Army unit to engage the Japs at Guadalcanal. Replacements were called into action early and Stan saw plenty of it both at Guadalcanal and at Munda.

Somewhat reluctant to talk about his experiences, his main comment was that the going was "pretty tough." Tough seems to be putting it mildly. He related that on one occasion his outfit was without food for four days and had very scanty rations of water. All of the time under constant fire from Jap snipers.

His injury which ultimately resulted in his medical discharge came about from a close call with a Jap air bomb which gave him a thorough bouncing around with severe contusions of the body and a head concussion. Stan has improved considerably since his return, but his experiences have left an undeniable mark.

If space seems to have been devoted to this little story, it is believed you will agree that it is well worth it. As this second world war drives to its climax, we are apt to forget the travails of those boys who saw action early in its duration at a time when neither the equipment nor personnel engaged approached the standards of the present day. To those boys who bore the initial brunt of the conflict, no tribute can be too high.

of course, be kept so the next function of the Bureau falls in the bookkeeping category. Each bill paid goes through successive entries in the Bill Register, Journal and General Ledger. Each month trial balances are taken and the various journal accounts checked with similar accounts maintained by the respective Division Auditors.

By Statute the Highway Department is required to submit quarterly reports of financial condition, so every three months the Bureau prepares a bound report averaging over one hundred pages.

On occasions when special statements are required for various purposes it is the Auditing Bureau that prepares them.

The Bureau also assembles figures to make up annual requests for appropriations for the Department preparatory to the Legislature's approval of the annual Budget.

### Submit Quarterly Reports

Coming also under Chief Auditor Howell is the Paymasters' office, which has charge of the payment of salaries to hourly basis employees, and the sending of bills and collecting of accounts from persons or firms who owe the Department money.

Other functions include administering the statute pertaining to the pre-qualification of bidders and the handling of all details relating to insurance carried by the Department.

### Record All Costs

The largest section of the Bu-

(Continued on Page 2)



# THE HIGHWAY

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## Protection for Our Fighting Men

The war has reduced the number of state, county and municipal civil service employees by many thousands. The great majority of this group are now serving in the armed forces of their country, and because they have left their peacetime pursuits to take up the more important task of winning this war, they must be protected to the fullest extent in the jobs they left behind.

In recognition of the need of a definite policy which would offer such protection, the Civil Service Commission under date of May 5, 1944, issued statements of policy respecting appointments and promotions in the Civil Service. For the general information of all Highway employees, and especially those now serving their country, THE HIGHWAY presents a condensation of these statements.

### Policy on Promotions for the Duration

Heretofore the Civil Service Commission has undertaken to provide opportunity for all civil service employees in the armed forces to compete in promotion examinations for which they are eligible. Statutes clearly extend to employees in the classified service the right and privilege of competing on equal terms with others in all promotion examinations in which he or she would be eligible to participate during such leave and to consideration for such promotions on the basis of standing on resulting eligible lists and veteran preference. Due to the fact that a good many State employees in the armed forces are scattered throughout the world and many of them located in battle areas, it is no longer possible to reach eligibles for examination purposes and even though this could be done, such eligibles would not have time and opportunity to take the required tests under favorable circumstances.

Since the conditions prescribed in the statute cannot now be met in any satisfactory way, the Civil Service Commission can no longer approve permanent promotion appointments either from existing lists or lists hereafter established to any office or position in the classified service if there are one or more officers or employees now in the armed forces eligible to compete in a promotion examination for such position who has not been able to do so. All promotions where veterans' rights are involved, therefore, can be made or approved under the law on a contingent or temporary basis only. In all appointments made under this procedure, which later become permanent, seniority will be calculated as of contingent appointment.

### Policy Respecting Examinations and Appointments in the Competitive Class for Entrance into the Civil Service

Certifications will continue to be made and appointments required from existing eligible lists or lists which may hereafter be established as heretofore, and as long as eligibles are available therefrom. All appointments made after May 5th and not made from such lists will be authorized and approved on a temporary basis only. Such appointees will not acquire permanent status in any way other than by entering proper examinations, as directed by the Commission, which may hereafter be held and by obtaining positions on such lists from which certification and appointment may be made. In every instance appointing authorities must make it clear to all temporary appointees hereunder that they will not acquire permanent status by such appointments.

Chapter 64, P. L. 1944, is a war emergency measure and will continue in effect until June 30, 1945, or until the Governor suspends its operation at an earlier date. It authorizes the discontinuance or delay in holding civil service examinations and the approval of temporary appointments in permanent vacancies beyond a maximum period of four months in any fiscal year.

From the above regulations, appointments made from certification of names from existing eligible lists or lists which may hereafter be established, will receive permanent status. However, after May 5, 1944, all appointments not made from such lists will be authorized and approved on a temporary basis only.

### Policy Respecting Appointments to Positions in the Non-competitive and Labor Classes

For the same reasons as stated in policy established for employment with temporary status in positions in the competitive class, the Civil Service Commission will, effective May 15, 1944 and until further notice, authorize and approve appointment in the non-competitive class and labor class on a temporary basis only.

It is felt that this action on the part of the Civil Service Commission will meet with the wholehearted approval of all thinking public employees. The protection given to civil servants now in the armed forces by this statement of policy is evidence that those on the home front realize their obligations and will stand squarely behind them.

## Bureau of Audit; Short On Glamor, Long On Accuracy

(Continued from Page 1)

Bureau of Audit is the Cost and Accounting Division, headed by Charles A. Hurley. Here, records of daily time and cost on various jobs are kept; inventories are periodically taken, and the multitudinous details that make up the various periodic reports are assembled. It is in this section that mechanical tabulating machines are used extensively.

No attempt has been made to enumerate the many specialized jobs that Auditing Bureau em-

ployees regularly undertake as part of their regular routine. Truly, the work is anything but glamorous to anyone not himself an auditor or an expert accountant. But a more thorough, accurate or efficient Bureau would be difficult to find.

In this connection it might be interesting to quote Mr. Eugene V. Connett who recently said:

"In thirty years of business experience I have never seen a more efficient Auditing & Cost Accounting Bureau than ours in the Highway Dept. I am constantly impressed with the speed and accuracy shown in making the special reports which I have requested from time to time. M. A. R.

## Highway Honor Roll

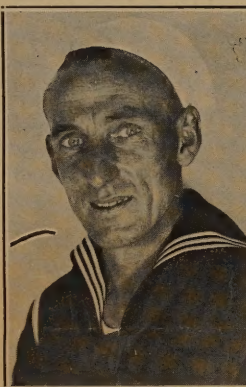


The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

### Administration

Mary Richter ..... Navy  
Otto Petersen ..... Navy

## News from Our Men In the Service



HARRY FARNSWORTH

Harry Farnsworth, grader operator for the Frank Yannut crew at Hightstown, is a lot of man. He had just completed his boot training when the above picture was taken and to the surprise of all found it less strenuous than the similar training he had undergone in 1926, at which time he put in a 4 year hitch in the navy.

Farnsworth, who was presented with a watch by his fellow workers, is now awaiting permanent assignment and therefore has no service address. When one comes through, we'll pass it along.

1st Lieut. Arnold Pach, who has been in England over a year, writes that, "I have built every type of runway and road and even a great many types of buildings. The army engineer sure gets lots of experience, which I hope to get a chance to put to work when I get back. Have not received THE HIGHWAY in several months. (They are in the mail now. Ed.) Have been from one end of the British Isle to the other and have had jobs all along the line—almost like a gypsy."

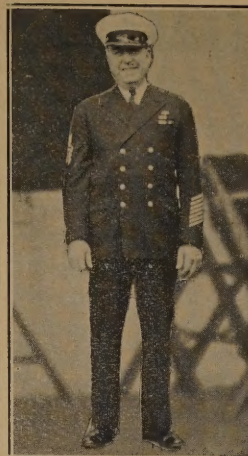
Pach's complete address is: 1st Lt. Arnold Pach 0-917852, H-S Co. 358 Engr. G.S. Regt., APO 134 c/o Postmaster N.Y.C.

In a recent letter Cpl. Attilio Pesaniello of the Maintenance Division says that he has been receiving THE HIGHWAY in England and that it is most welcome. "It brings me news from home where I cannot be myself. It is great to know what is going on back home and maybe I will get to meet some of the boys that I read are in England."

"What I have seen of roads makes me think that the best are still back in New Jersey. So keep up the good work. I wish you of the Highway Department and the maintenance crews the best of luck."

And, Corporal Pesaniello, we wish you the same and hope you continue to enjoy THE HIGHWAY.

## VETERAN C.P.O.



JOSEPH RILEY

CPO Joseph Riley, formerly a bridge attendant at the Passaic River Bridge, is a veteran navy man as attested by the seven service stripes. Before and during World War 1, Riley served for 8 years in the navy and continued as a member of the Naval Reserves until he entered the present conflict. Right now, Joe is somewhere in the South Pacific looking for the Jap fleet. His one ambition as Chief Topedoman is to score a direct hit on an enemy battlewagon. When the opportunity arrives, it's a safe bet that he won't miss.

In a letter to Foreman Bill Conti, Corporal Wm. E. Staeger of the Maintenance Division says, "I am now driving one of those 'ducks' that are used on invasions. I always thought that digging holes was work but over here you want to dig them and I can make a good sized one in nothing flat."

Staeger goes on to say that he took part in the landing at Salerno and in the Volturno River Crossing. He tells of the time during an enemy air raid that an officer dove into a nearby slit trench only to discover to his sorrow that it was a G. I. toilet. When he emerged he laughed it off with the remark, "That's the second one I've jumped into today."

Bill sends his address as: Cpl. Wm. E. Staeger, 32762801, Co. A, 52nd Dukw. Bn. APO 464—c/o Postmaster, N.Y.C., and wishes to be remembered to all his friends.

## PROJECTS PARAGRAPHS

E. L. MEYER

The Projects Division expresses its sincerest sympathy to two of its members who were saddened by deaths in their families on the same day, May 5th.

Mrs. Josephine Frascella, wife of Jack Frascella, passed away after valiant efforts to save her life by means of blood transfusions during a lengthy illness.

Mrs. Sarah A. Cubberley, mother of George Cubberley, succumbed after a brief illness. She was in her 81st year. Both funerals were held on the same day and were attended by members of the Division.

Charlie Hunt, while pursuing his duties in Ocean County, met Pvt. Frank Deacon who is home for thirteen days. Charlie says "Deke" has gained ten pounds, but you can't see where.

Capt. John Thomas has a new address: 3122 Port Service Co., A.P.O. 5253, c/o Postmaster, New York City.

Ed Scott writes that he's halfway through his O.C.S. training and has only eight more hectic weeks to go. His address is now: Mr. Edward A. Scott, 4th Platoon, Co. M, Sch. Regt. the O. M. School, Camp Lee, Va.

News has reached us that the son of one of our inspectors, Arthur Lee, is missing in action. We sincerely hope he is a prisoner of war and safe.

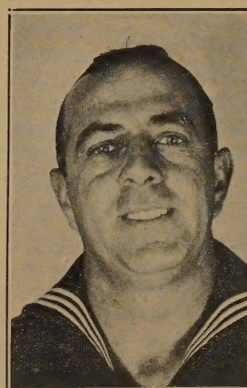
Captain John F. McGarry, Projects Inspector, who was in charge of the engineering at Millville Airport, has been sent overseas. His new address now is: U. S. Engineers, A.P.O. 7465, c/o Postmaster, New York City.

Mr. E. E. Reed is at home where he has been ordered to rest for a period of two weeks. These are doctor's orders and we are sure that even the Acting Assistant State Highway Engineer will abide thereby. Speedy recovery.

## Surface Treatment Gets Under Way

(Continued from Page 1)  
job in schooling the maintenance crews in the new methods and no small part of the success of the program can be attributed to the fine instruction work they have done.

## THEY'RE IN THE NAVY NOW

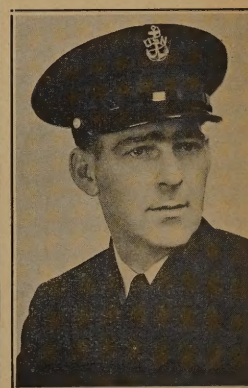


RICHARD D. GOLDY

This happy sailor is Chief Electrician's Mate Richard D. Goldy, formerly of the Electrical Division. Dick is now stationed on Staten Island with a ship repair unit where he finds "plenty of hard work and interesting too." Goldy's address is: U. S. Naval Frontier Base, Tompkinsville, Staten Island, N. Y.

Sgt. John Policastro, writing from England, says in a recent letter: "I am writing this short letter to thank you for sending me that good old paper THE HIGHWAY. It sure is nice to know what the boys are doing all over this world. As for me, I am here in the E. T. O. and when I hear from you people once in a while it certainly makes me feel good."

"I would like to know whatever



HENRY JOHNSON

Another Electrical Division employee serving in the Navy is Henry Johnson. Also a Chief Electrician's Mate, Johnson is with the Sea Bees and is at present assigned to a detachment on the west coast. His address, which seems to set a new high simplicity, is A. R. D. 24, Alameda, California.

happened to Mr. Stiles, my former boss at Woodbridge. I would appreciate any word you can send me. Many thanks again for the paper."

Policastro's address is: Troop B, 86th Cavalry, Ren. Sq. Mesgr. A.P.O. 256, New York City. How about some of the men in the Woodbridge landscape gang writing him the news?



## Administration Division

ARTHUR EGAN

Now that rationing problems are diminished, **Harold Jemison** has selected another field for his tireless energies. Jemmy enlisted in the Coast Guard Auxiliary and is doing a regular eight hour watch each week. He joins his fellow-worker Boatswain Mate **2/C Harold Rice** in helping with the defense of the Atlantic Coast. In the entrance examinations Harold finished with exceptionally high ratings. He is very enthusiastic about the work and recommends it to anyone who wishes to serve in the war effort. Somehow, with both Harold and Jemmy in service, we don't feel as safe as we should.

After two years and four months service in Australia, New Guinea and the Marshall Islands, **Lt. Harold Dederick**, son of **George Dederick** of Mr. Howell's staff, is returning to the United States. **Lt. Dederick** enlisted in the Army over six years ago after graduating from Montclair Teachers College. He was with the first contingent to arrive in the South Pacific and has been in the thick of things ever since.

Sincere sympathy is extended to the family of **Paymaster Edward McCardell** on the death of his nephew, **Ensign William F. McCardell**. **Ensign McCardell** was killed while flying an Avenger Torpedo Plane on a practice mission over the Florida Everglades. The **McCardell** family attended the funeral at Magnolia, Minn.

Chatter: Victory Garden time is here again and **Elgin Mayer** again donates a good supply of plants to the boys. **Elgin** also has passed the **GALLON MARK** in the blood bank. . . Add **Frank Dunn** to the list of war workers. **Frankie** is now a part-timer at Philco, as well as **John Moore** and **Elgin Mayer**. . . Had a welcome visit from **Earl Thatcher**, formerly of the Coast Department. **Earl** is now with the **Bakelite** people at Bound Brook. . . **Charles A. Hurley** has returned after a few days vacation. . . Sorry we reported **Joe Russo** in our last issue as finishing boot training. **Joe**, it seems, has been in the Navy for some time and finished some special technical training. . . Heard that **Victor DiChico**, who worked for Mr. Wildblood some time back, is serving with the Army Medics in Italy. . . Another former member of the Administration Division, **John O'Toole**, is now a Major in the Air Corps. **PFC. Salvatore Bonfanti** writes to Mr. Hurley that after 15 months he really realizes he is in the army. **Sol** has been transferred from anti-Aircraft to the Infantry and in his own words, "the going is really tough". . . **Paul Cranmer** slipped on the porch step while entering his home and was laid up for several days with a very sore ankle. . . **Bill Fitzgerald**, formerly of Mr. Grover's staff, attended the Ten Year Club Outing. Although not connected with the Department now, **Bill** still keeps his dues paid up and remains a loyal member of the Club. . . Incidentally, the Outing Committee did a swell job and despite the weather a grand time was enjoyed by all. . . **Both Yeoman 1/C John Kownacky** and **Sgt. Leonard Leighton** in to see us on the same day. **John** is stationed at Washington, D. C. and **Leonard** is now at Newark Airport in the Tabulating Department. After two years of flying here and there, he is right back on the same type of work that he did with the Department. . . Birthday congratulations are in order for **John Egan**. **Johnny** celebrated by attending the Follies. What, no Oklahoma? . . . Deepest sympathy is extended to **George Dederick** on the sudden death of his mother, **Mrs. Harriet Dederick**. . . **Staff Sgt. John Mountford** and **Sgt. Anthony DiStefano** in to call on **Frank Matzer** and the Mail Room gang. . . **Margaret Anderson** of **Gene Palmer's** Staff has taken a leave of absence because of ill health. . . **Helen Csanyi** has been transferred from Mr. Wildblood's office to help out with the work during **Margaret's** absence. . . Birthdays were recently celebrated by **Frank Reddan**, **Vincent Langan** and **Frank Dunn**. Congratulations!

### Quotation for June

"Whether you be man or woman, you will never do anything in this world without courage. It is the greatest quality of the mind next to honor." —Anon.

## MEET THE GANG



Last month we presented the office force of the Newark office of Survey and Plans. This issue of THE HIGHWAY hastens to publish the above picture of the field men of the same office lest there be a charge of favoritism hurled at us.

This group of experts with transit and level are left to right sitting: **Frank Collins**, **Charles Vanderhoof**, **Carl Borton**, **Bernard Riesner**, **George Mendez**, **Rolland McCoy**, **Stuart Mitchell** and **Edward Ayers**.

Standing (from the left) **Harry Stover**, **John Simmons**, **Mike Loprete**, **Max Brower**, **Steve Bubier**, **Edward Miller**, **James Vescio**, **Irving Matten**, **Anthony Verdi** and **Alex Dynes**.

Thumbnail sketches of these men might well run as follows: **Stover**, Sr. Civil Engineer, whose hobby is the Morristown American Legion — 27 years with the Department.

**Simmons**, Asst. Civil Engineer, who annually treks to Vermont where he lends a hand with the crops on his brother's farm — 17 years with the Department.

**Loprete**, Jr. Civil Engineer, an outstanding citizen of Commissioner Miller's town of South Orange — 15 years with the Department.

**Brower**, Sr. Civil Engineer, an acknowledged authority on tomato plants and weather forecasts, nicknamed "Kingfish," — 22 years with the Department.

**Bubier**, Asst. Civil Engineer, ex-army man and outstanding example of military neatness who finds good use of his erstwhile army togs on survey — 17 years with the Department.

**Miller**, Jr. Civil Engineer, back with the Highway after extended service (civilian employment) with the U. S. Signal Corps — 17 years with the Department.

**Vescio**, Inspector from the construction forces ably assisting with survey work and liking it — 13 years with the Department.

**Matten**, Asst. Civil Engineer, whose ability to work is exceeded only by his ability to talk — 16 years with the Department.

**Verdi**, Jr. Highway Inspector, another member of the construction forces, who can be counted on to pinch-hit on survey — 14 years with the Department.

**Dynes**, the one and only Chairman in this crew — 3 years with the Department.

**Collins**, Asst. Civil Engineer, the Beau Brummel of the group — 17 years with the Department.

**Vanderhoof**, Sr. Civil Engineer, and another construction man who is assigned to Survey and Plans while awaiting the start of post-war construction — 22 years with the Department.

**Borton**, Sr. Civil Engineer, who acquired his experience in the wide open spaces of Montana — 17 years with the Department.

**Riesner**, Highway Inspector, born in the Dutch East Indies, but more than satisfied with New Jersey — 6 years with the Department.

**Mendez**, Asst. Civil Engineer, "Pancho" and "Mex" to the boys and one who learned his engineering "south of the border" — 14 years with the Department.

**McCoy**, Highway Inspector, and a real "plow jockey" from Sussex County. **Mac** is another construction man who is looking forward to post-war road building — 18 years with the Department.

**Mitchell** — Highway Inspector, who worships at the shrine of Diana and whose marksmanship enables him to bring home the bacon — 18 years with the Department.

**Ayers**, Jr., Civil Engineer, and recently the recipient of a medical discharge from the army where he served as 1st Lieutenant — 4 years with the Department.

In addition to the above engineers, the Newark Survey and Plans field forces include the following men who are now in the armed forces: **Corp. J. P. Adrosko**, **T/Sgt. W. C. Bloss**, **Pvt. M. J. Giordano**, **PFC W. J. Kaufman**, **Jr. Sgt. H. G. Meyer**, **1st Lieut. E. Solkoff**, **2nd Lieut. C. M. Stenson**, and **1st Lieut. W. P. Tallon**, Jr.

These are the men who today are running lines and grades upon which many of tomorrow's highways will be constructed. They are getting ready now for the highway construction which will play so important a roll in the post-war era.

from the Department to enter the service. Our heartiest congratulations!

When word was received that State employees were to sponsor the U. S. O. on North Warren Street (Trenton) during the week of May 29th to June 4th, the girls who collected contributions came through with flying colors. **Helen Tallon** reports a total of \$153.35, of which **Mae Howell** alone collected \$72.00 at Fernwood. These girls, together with **Alice Carrell**, **Stacy Kanyuh**, **Anne Manion**, **Florence Millerick** and **Anne O'Connor**, deserve a rousing good cheer for their work in a good cause!

No idle moments for **Marie Cristian!** While awaiting the return of her husband from overseas, **Marie** has taken to Italian cutwork. She plans on a 54" x 74" dinner-cloth with eight napkins. Until now

we thought **Marie** was an optimist. . . We sincerely hope the war doesn't last that long!

**Stacy Kanyuh's** lament in last month's issue reminds us of two girls who would be eligible for their twenty-five year pins were women permitted membership in the 10 Y. C. Both **Margaret Hennessey** of the Newark office and **Peg Beatty** from the Lab will have completed that many years of service in July and December respectively.

**Theresa Gasser Ryan** was delightfully surprised and takes this opportunity to gratefully acknowledge the \$75.00 wedding gift from her friends in the Department.

It's good to see **Mary D'Arcy** back at her desk after so long an absence. Welcome back, **Mary!**

## EQUIPMENT ITEMS

JAMES O'ROURKE

**George Visokay** writes that he encountered another Highwayman, **George McGinnis** of the Electrical Division at the Charlestown (Mass.) Navy Yard. Both men are assigned to the same barracks, but since **George V.** is on the night shift he seldom finds much time to spend with **George McG.** who is assigned to the day shift.

Condolences are extended to **Charles Mernon** on the death of his father on April 28th following a brief illness.

**Joe Penn**, mechanic's helper, of the Merchantsville garage, and a well known dahlia fancier, recently resigned from the Highway Department.

The sympathies of his fellow workers are extended to **Marion Blakely** whose mother passed away on May 12th. **Mrs. Blakely** resided in Paw Paw, Michigan.

**Peter Radice**, often referred to as the "John L. Lewis of Bldg. 8," attended the American Federation of Labor Convention in Cleveland on May 19th to 26th. **Pete** was a representative of the Trenton Musicians Local 62.

**John Civenessky** is another Highwayman to whom sympathies are extended. **John's** father died on May 5th at the ripe old age of 95.

When addressing **Al Rust** or **John Cleckman** in connection with their work with the U. S. Aux. Ambulance Corps, it will be perfectly proper to use the title "Lieutenant" as a result of their recent promotions. Congratulations.

**John Seaman** has received word that his son **Norman**, who was one of the Rangers who hit the beach at Anzio, is in the Stark General Hospital in Charlestown, S. C.

When **Bill Lawlor** heard that the U. S. Army Ambulance Corps was without flag for its headquarters he lost no time in presenting them with a beautiful silk flag and staff. A nice gesture we'd say.

**Frank Devereux** was tendered a dinner on May 24th in recognition of the completion of twenty-five years service with the Highway Department on May 19th.

Condolences are extended to **Sam Sheets** upon the death of his father on May 24th.

A recent newspaper photo disclosed the fact that **Russell Cook, Jr.**, son of **Fernwood's** Asst. Storekeeper was a member of the crew of a barge taking prisoners back to England from the Normandy beachhead. This proof of his well-being came as a relief to his parents.

**Fernwood** lost a grand old man when **Martin Egan, Sr.**, passed away in St. Frances Hospital on June 12th. **Mr. Egan**, who was a garage attendant was popular with all who knew him and will be missed for a long time to come. He is survived by a wife, **Mary Egan** and two daughters to whom we extend every sympathy.

**Fernwood** sends its condolences to **Rea Helbing** of the Vineland garage whose mother died at the home of a daughter in Baltimore on June 11th. Burial took place at Millville where **Mrs. Helbing** had resided for many years.

### Lyall Mayberry

It is with deep regret that we report the death of **Lyall Mayberry**, Highway Inspector, on May 22. The sudden death of **Mr. Mayberry**, who would have turned 40 next August, came as a shock to his many friends in the Newark and Central Construction Divisions.

**Lyall** came to the State Highway Department in 1925 and had recently been assigned to the Flemington office of Survey and Plans. He was a resident of Washington, N. J., where he was well known in church and musical circles.

**Mayberry** was thoroughly experienced in highway construction, was an excellent instrument man as well as a capable draftsman. His loss will be deeply felt and THE HIGHWAY joins his hosts of friends in extending every sympathy to his wife, **Mrs. Mildred Mayberry**, and family.

## Your M. C. presents— THE LADIES... Bless Them



MARY AND LORRAINE

Your "M.C." reports great pride and pleasure the graduation of **Mary Filippini** and **Lorraine Finkle** from the Engineering War Training Course, Drawing I, sponsored by Rutgers University and held at Trenton Central High School. The girls have already demonstrated their abilities in the drafting room and are hoping for further opportunities to apply their knowledge.

A month of sunny weather is our wish for **Margaret Anderson** who is dividing her time between New Hampshire and the New Jersey shore. **Peg's** taking a much deserved rest so that she might return to zip through those payrolls!



MARY RICHTER

A little gal doing her bit in a big way is **Mary Richter**, who has left us to do the summer grey and white seersucker uniform of the Waves. Having successfully passed her physical, **Mary** is now receiving her training at Hunter College where she hopes to attain the rating of a Pharmacist's Mate. . . The girls of the Highway bid her farewell with a luncheon held at the Nymphs' Room of the Stacy-Trent. . . **Mary** is the first girl



## END BOWLING SEASON WITH BANQUET



The Electrical Division bowling team marked the end of a rather successful season in the Highway League with an informal banquet at Roma Hall, Trenton, on May 17th. The above picture taken at the height of the festivities shows the group that participated. Starting at the left and reading clockwise are: Armin Schleter, Arthur Nelson, Russell Cook, Walter Schuetz, a guest, George Goldy, Arthur Cadell, Frank Harris, Joseph Mizur, John Kilpatrick, Armand Innocenzi, George Walters and Girard Radice.

## Maintenance Notes

GENE BECKNER

Same Dame, who works in Foreman Ben Cortese's maintenance crew up around Clifton, returned to work recently following a long convalescence from an operation. We are glad to welcome him back on the job.

Jim Dowling's son, Harry, and Jack Stanley's youngest, John, Jr., have encountered similar experiences recently, albeit on different assignments with the U. S. Navy. Following basic training, both boys were assigned to Navy ships being constructed inland. The crews of which they were members were sent to locations where the ships were launched, after which the crews manned them and took the ships down the Mississippi to salt water. At this writing both are on shake-down cruises out on the briny.

Mark Jarosz, who works for Patrolman Edward Nuendorf, has been seriously ill for some time. Here's hoping he will be up and around again soon.

Our old reliable, Master Sgt. Norm Horner, stopped in at the office the other day. Norm is still assigned to Camp Butler, N. C. He looked fine and reports that although he hasn't been able to wrangle an overseas assignment for himself, a great many troops are dispatched from his camp to embarkation points throughout the country. Army life hasn't curbed Norm's loquacity. Just ask his target of the other day, Russ Geller.

Frank Vail, Landscape Foreman in and around the Trenton area, has received many compliments for the appearance of his Victory Garden up at Fernwood. Confidentially, these compliments should go to Mrs. Vail, for Frank has succeeded nobly in transferring some of the gardening to her capable shoulders.

Foreman Augie Newman, of Roselle, has entered a hospital to undergo a corrective operation. During his absence, Foreman M. R. Durell has been transferred from Jersey City to take charge of Newman's assignment and Foreman Jim Laing is looking after Durell's section in addition to his own.

Word comes to us that Corp. Patrick Consoli, who is the son of John Consoli, an employee in Charlie Pfeffer's maintenance crew up in Bergen County, is recovering at White Sulphur Springs, W. Va., from injuries he suffered in Italy while he was repairing a P-40 plane.

Willard Mealy is still pinch-hitting for Foreman George Oliver over New Brunswick where George has had a real siege of illness and it is hoped that he will be back on the job soon.

Mike Ondy, who dabbles with chemistry as a hobby, brought other members of the Trenton office samples of a cleaning agent which he compounded. So successful

ful were the results obtained with the samples, that Mike has been deluged with requests for more of his miracle cleanser. It was especially a boon to Tony Kuhn and Russ Geller, during their house cleaning chores. Just ask Mike for a sample and prove its merit to yourself. Patent rights pending, of course.

Letters received from some of the fellows located in remote and less civilized parts of the world with the army and navy, such as Charlie McGinnis in the Aleutians, Jack Carr, Jr. somewhere in the South Pacific, George McCann in Iran, Jules Megules and John Bruther in India, and others, have one common complaint. This complaint is best summed up in a cablegram purported to have been received from a fellow stationed on an island in the South Pacific, to wit: "Long time no she!"

Supervisor Lew Klockner brought a push-broom into the office the other day that was in rather bedraggled condition with better than half of the tufts pulled out. Written on the side was a note: "Used one day." What we are trying to find out now is whether Lew brought the broom in as proof of the poor quality of the broom or as evidence of the work our fellows do with a broom in one day. If it is the latter, boy, we have some broom pushers!

## REAL ESTATE REPORTS

ED DRAKE

Right of Way Agent Thomas W. Stewart is doing his share of work on the home-front. Tom is a member of the Coast Guard Reserve and reports for duty at Philadelphia, in Communications Special Assignment work, every Friday night at 11 p. m., working through until 12 noon Saturday.

Birthday congratulations to Harry Beilinson, May 20th; Jim Ireton, June 6th; Herman Kramer, June 9th; John Walklett, June 13th; Russell Johnson, May 27th; Vincent Rebbeck, May 26th.

Congratulations to Morris Balbesky on his 16th wedding anniversary, and Jim Ireton on his 20th.

Herman Kramer has just returned from a well earned vacation, a large part of which was spent at his garden in Fernwood.

We congratulate Frank Chiarello on the recent birth of a daughter. Mother and baby are doing nicely. Since Frank is in the army, it is not possible to report the baby's name.

Seen on a recent morning: Velt (Pappy) Sams working in his cornfield, no doubt preparing for the annual corn roast; Milt Cohen working in his Victory Garden under the direction of his 12 year old son; Pat Ward at the Hudson County Court House Soda Emporium. How do you like those court house flips, Pat?

Adrian C. Lincoln's son, Adrian, Jr., has just completed his training as an Air Cadet at Syracuse University. He is now awaiting assignment for pre-flight training.

## CONSTRUCTION COMMENTS

Fred C. Claus

## Woodylyne

Earl Hagy's son is now in the navy and has been assigned to the U. S. S. Alaska now nearing completion. The sons of two other Woodylyne men, Abe Isenberg and E. L. Kapel have recently entered the same branch of the service.

We were glad to welcome back Carl Hartman after a week's stay in the Naval Hospital at Philadelphia.

Another Highwayman now in the Naval Hospital is Herbert Richter, loaned to this office from the Projects Division. Here's wishing Bert a speedy recovery.

M. P. McDole is doing his bit on the wharves and docks of Philadelphia. Here he has a rating of CPO in the Coast Guard Auxiliary.

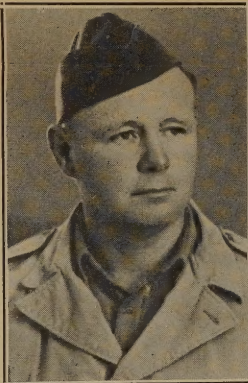
An interesting letter arrived the other day from A. Reuleaux Heintze, C.C.M.P. whose address is N.C.T.O. Station Force, Bks. 64, Quoddy Village, Maine. Heintze writes that he is building highways, writing specifications and doing his own design.

Ray Weatherly and Tom Pierce have signed up with the State Guard and report progress in their military training activities.

Harry Marvin is having a hard time keeping ahead of the Mullica Hill crows on his farm. Last week his feathered friends carried off all the corn he had planted the previous week-end.

## Upper Montclair

In an effort to round out their recently completed Soils Mechanics course, Roger Coupe and John Lincola are at present attending a second course—Soil Analysis for Engineering Construction—at New York University. They feel that in this way they will acquire the laboratory background to supplement the original course.



EDDIE YOUNG

T/Sgt. Eddie Young writes from Corsica and tells of an interesting trip to Naples and Pompeii where he visited the ruins of the present war and looked upon the remains of a former civilization. We are glad to be able to let you see Eddie in a recent photo.

Lawrence Kavanagh joined the ranks of benedictis recently. This venture on Larry's part merited the congratulations which were heaped upon him. The bride is the former Mildred Van der Mark of Newton to whom we extend best wishes.

## Flemington

We were pleasantly surprised recently by a visit from Chief Petty Officer George Collins of the Sea Bees who returned on furlough after two years in the South Pacific where he spent time on many of the islands.

Another serviceman to drop in was Emile "Frenchy" Benoit back from boot training at Camp Sams. Benoit took his training with the same battalion as did his son David last December.

Welcome back to Bill Voorhees after a two weeks siege of illness. While still not 100%, Bill shows daily improvement.

Arnold Ryden is back with us after a 17 months sojourn in Greenland where he was employed as a government inspector on hangars, power plants, etc. He recalls the evening when taking a short cut

across the frozen terrain his motorcycle dropped out from under him as he was thrown forward on the ice. An investigation conducted the next day disclosed that the motorcycle lay somewhere at the bottom of a 100 foot deep crevasse. It was never found again.

Paul Sefrin, besides acting for the past 8 years as historian for the 10 Year Club, has just completed his second year in the same capacity for the Trenton Engineers Club.

## Pleasantville

The Pleasantville office may be personally represented in the invasion by 1st Lt. George Patton who has been stationed in England with an anti-tank unit.

Karl T. Collins, Carpenters Mate 2/c, also of this office sends word that he is now with the Sea Bees in New Guinea. His address is 102nd N.C.B., H.I. c/o Fleet Post Office, San Francisco, Cal.

C.P.O. Bill Walsley was a recent visitor. After a long sojourn in the Aleutians Bill is glad to see the New Jersey sunshine once more. His address while awaiting future assignment is: 32nd Naval Const. Bn., Camp Parks, Cal.

## Perth Amboy

The professional status of the Perth Amboy office was elevated recently when M. J. Westgard and Peter S. Jensen filed their application for membership in the N. J. Professional Engineers and Land Surveyors.

As a result of completing the Soils Mechanics Course, the following men have received certificates from Princeton University: Rowland Erb, Herman Gerber, Peter Jensen, George Jorgensen, Morris Levy, Edward McMahon, William Reins, M. J. Westgard and James Feeley.

Word has been received that John H. Hulse is still stationed with the Sea Bees in New Caledonia where he recently was promoted to Lieut. Commander. That makes nice reading, Johnny.

Lt. Henry B. Wothens of this office was recently awarded the Air Medal with Oak Leaf Cluster as a result of completing 10 missions over enemy territory. Henry is a co-pilot on a Fortress and is stationed in England.

## Trenton

The sympathies of all were extended to Tom and Henry Stephan and their sister, Alice Carrell, upon the recent death of their father, Edwin Stephan, who had been in ill health for some time, was 75.

It is with a feeling of pride that we learn of the rapid rise of Charles Ahr, sailor extraordinary. Entering the navy just a short time back, this erstwhile auditor is now a 3rd class Petty Officer. Nice work—and we're sure that the up-the-ladder climb will continue.

The prodigal son returneth! With no more fanfare than accompanied his departure, Willis "Ozzie" Osborne slipped behind a drawing board on June 1st and resumed his duties with the Department. Ozzie was granted a leave in September 1942 to take up civilian employment with the Signal Corps.

## PLANNING SURVEY

JOHN CHRISTIANO

Ed Strack passed around cigars on April 21st. The new arrival is a bouncing baby boy, whose name has not been divulged as we go to press.

Miss Patania's boy friend has a furlough from the Navy. Lillian is very happy. These days.

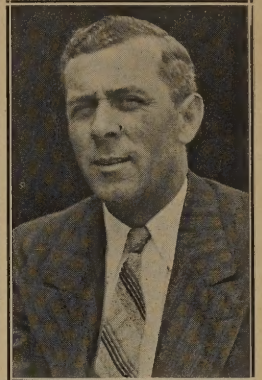
To our new girl, Miss Terry, we say "Welcome." In fact, we have elected her Pin-up Girl of the Department. Please do not write for a photo as Dot is faithful to the Marines.

Johnny Annucci and Walter Yucho, our two bachelors (the lucky fellows), say they can't see why they should support some other man's daughter.

Charley Freeman has two sons in the service—a soldier and a goby. They were both home on furlough last week. One evening they pulled

## BRIDGE BRIEFS

A. J. LICHTENBERG



JACK SHEENAN

Since the curtailment of bridge construction Jack Sheenan has been acquiring himself creditably at the Trenton plant of Eastern Aircraft where the famous Avenger torpedo bomber is made.

Recovering from a recent illness which cost him ten pounds, Jack, whose son pilots a four-motored bomber in India, officiated on June 4th at the dedication of an honor roll at Franklin Park (Trenton).

Lieut. Commander W. F. Hunter is now Public Works Officer at the U. S. Naval Air Station, Moffatt Field, Cal., where his duties include the supervision of more than 300 men in the maintenance of buildings, grounds, utilities and streets, as well as supervision of new construction. Fred reports splendid living quarters and moderate temperatures in the beautiful Santa Clara Valley. Sounds like an appropriate spot for a Bridge Division Outing.

Briefs: Ralph Titworth to Mike Furry (after former returned from a week's vacation)—"Well, Mike, how did you enjoy my vacation?" On going to press Mike still hasn't decided how to answer. Besides Titworth, early vacationists include Albert Lee and Harry Bergen. . . . L. C. Petersen appointed by Commissioner Miller to committee studying new efficiency rating procedure. . . . Chester Smith bicycling to work again. . . . Geo. Heffernan made it six pints of blood on May 16th. . . . Curtis D. Weller dividing time between office and "wing and cluster" job for Mauricetown bridge fenders, Cumberland County. . . . Harry Lefferson back and full of pep after a recent illness. . . . John Patrick having a narrow miss in a fall from a porch ladder to the front lawn carrying can of paint along. . . . Jack Evans looking for duck—not to eat, but to cover his boat cockpit. . . . Walt Devereaux with the Bureau of Yards and Docks as Senior Inspector of bridges and docks, working twelve hours a day. . . . "Skipper" Bissell breaking retirement with a cherry letter and the feeling "Oh, what a beautiful morning". . . . Lieut. Virgil E. Williams, in charge of a company in England, reporting hard work and long hours along with mountain climbing. THE HIGHWAY finds "very interesting". . . . A testimonial dinner honoring Frank S. Wilson on the occasion of his retirement will be held at 6:30 p. m. at the Yardley Country Club on June 26th.

a fast one on Pop. They swapped uniforms, and when Pop walked in to the living room, he thought he was seeing things. He's been on the waterwagon ever since.

We've a new address for Jack Meyer. For a year Jack was at Camp Breckinridge, Kentucky. He then was transferred to Camp Rucker, Alabama. His new address is Pvt. John F. Meyer, 32566810, M. P. Platoon, 98th Division, c/o Postmaster, San Francisco, Calif.

The boys have finally taught Miss Becker how to make noon-day coffee—you know, nice and strong. In fact, when she put a spoon in it to stir it, the spoon stood straight. That's coffee!

We welcome back to the fold Joseph Natale, who has been with the Signal Corps.